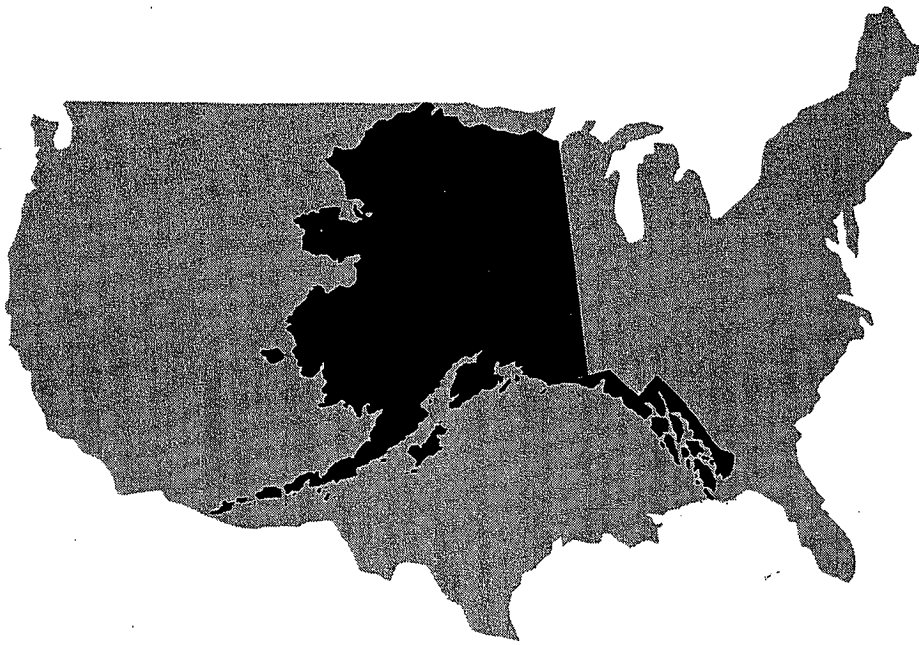


ALASKA WING CIVIL AIR PATROL

ANNUAL REPORT

1992



OVER: The DeHaviland "Beaver" assigned to the Polaris CAP Squadron is pictured on floats, wheels, and skis. No matter the season, it is ready to assist in emergencies.



HEADQUARTERS
ALASKA WING
CIVIL AIR PATROL
AUXILIARY
OF THE UNITED STATES AIR FORCE
P.O. BOX 101836
ANCHORAGE, ALASKA 99510



ANNUAL REPORT

To the Members of the Eighteenth Alaska State Legislature

The volunteers of Alaska Wing Civil Air Patrol can be justifiably proud of their accomplishments. Alaska Wing was awarded the Paul W. Turner Safety Award by the Civil Air Patrol's National Safety Committee, for "consistently operating its far flung fleet of 39 aircraft under some of the most demanding conditions encountered in aviation. They operate virtually year-round with extremely variable weather and the longest logistics and management pipeline of any Civil Air Patrol Wing. They continually lead the organization in lives saved."¹ Pacific Region Commander, Col. Edwin W. Lewis, CAP said that "No other wing can exceed the Alaska Wing's performance when weather and mission hour totals are compared."²

With 1379 members in Alaska Wing, Civil Air Patrol, there were a total of 5008.1 hours flown, with no accidents.

Alaska Wing Civil Air Patrol participated in 214 missions, and, as a result, 38 persons are alive today that might not have been if CAP had not been there. In addition, there were those families who were able to know what had happened to their loved ones instead of hoping and wondering. It is important to know what happened so you can get over the grieving and get on with your life.

¹ Comments made as part of ceremony at CAP National Board Meeting, Salt Lake City.

² "Nation's safest garner awards", Civil Air Patrol News, Oct. 92.

Search and Rescue activities were scattered throughout the state of Alaska. Individual Squadrons were called upon to dispatch ground crews and/or aircraft from a minimum of two to a maximum of 46 missions during the year. Polaris Squadron in Anchorage participated in 46 of the 214 missions flown by the Alaska Wing, CAP.

There is a need for a more positive, 'can-do' attitude in this time of severe fiscal restraints. Policies must be established to assure the best of management of our limited financial resources. There are areas of the budget that cannot be ignored or shortchanged, no matter what belt tightening we must make in other areas. Licensed airframe and powerplant mechanics are employed to do required tasks necessary to keep the aircraft flying. Safety cannot be compromised.

We must prepare for entry into the 21st Century. Our communication network must be updated, and worn-out, obsolete equipment replaced.

We are an American organization, dedicated to the safe keeping of America. We must be prepared in case of natural disaster, and be ready to help as we did during the 1964 earthquake and the 1989 Valdez oil spill.

I am proud to be a member of the Alaska Wing Civil Air Patrol and honored to have the opportunity to serve with these dedicated volunteers.

Michael L. Pannone
Lt. Colonel, CAP
Commander



Lt/Col Harry Whitaker, III

**USAF/CAP
LIAISON OFFICE
1992 ANNUAL REPORT**



M/Sgt Jerry Perkins

Alaska Wing Civil Air Patrol was again a premier Search and Rescue organization statewide for 1992. CAP members accounted for 60% of all Search and Rescue flying hours and participated in 74% of all searches in Alaska. Summarizing last year's mission activity, CAP volunteers participated in 214 missions flying 923 sorties and logging 2,642 flying hours. As a direct result, 38 individuals owe their lives to these timely actions and another 11 folks were assisted before life threatening conditions developed. All 18 of the Wing's flying squadrons participated in at least one SAR mission. Cadets accounted for finding and silencing over 50 errant ELT's. The Wing continued its long standing tradition of providing excellent support to 11th Air Force.

Air Force funded Emergency Services exercises continued to provide CAP member training, enhancing their flying skills and developing operational excellence. Approximately 1,115 hours were flown on these exercises, enabling members to improve mission efficiency and hone search and rescue skills. A special thanks to the Homer squadron for hosting the USAF evaluation of the Wing on such a short notice basis. By integrating these exercises with other federal and state agencies, the Alaska Wing CAP has maintained a high state of readiness, ensuring that the CAP will be there when disaster strikes.

1992 was a very unusual year due to the four extended searches, all ending in suspension. This intense flying activity seemed to go on all summer and stretched the Wings capabilities to the limit. The inspiring dedication and devotion of the CAP to its humanitarian mission ensured outstanding response under these trying conditions. All of the volunteers in the Alaska Wing CAP can take great pride in their dedication and skill that saved 38 Alaskans. Congratulations on a superb performance.

**Harry Whitaker, III
Commander
USAF-CAP Liaison Office
Alaska Wing**



CHANGE OF COMMAND 1992



Michael L. Pannone became the tenth commander of Alaska Wing Civil Air Patrol on 10 October 1992 in ceremonies at Elmendorf AFB, Anchorage, Alaska. Alaska Wing has had 9 commanders in 44 years of service. The position requires leadership and commitment. Although it is volunteer, it takes more time and dedication than most jobs. Alaska has been fortunate that there have been competent, capable people willing to serve.

Lt./Col, Michael L. Pannone, CAP, assumed command of Alaska Wing at the request of Pacific Region Commander Colonel Ed Lewis, CAP. Lt./Col Pannone was ably assisted in the transition by Maj. Skip Widtfeldt, CAP, Alaska Wing Deputy Commander; and numerous other staff members.

The Federal Aviation Administration is one of the sponsors for the National Aerospace Education Congress, and has been involved jointly with the Civil Air Patrol in many aviation education projects. Michael Pannone became inspired by a keynote speech dedicated to doing something worthwhile with your life. The speaker quoted from John Donne, "No man is an island, entire of itself;...every man is a piece of the continent, a part of the main;...any man's death diminishes me, because I am involved in mankind; and therefore never send to know for whom the bell tolls; it tolls for thee."¹

As an FAA employee, and as an educator, Michael Pannone had been working toward many of the goals of CAP, but after that inspiring talk, he decided to join Civil Air Patrol in 1976. Since that time he has worked actively as a volunteer for Alaska Wing Civil Air Patrol. He has

Donne, John. Devotions upon Emergent Occasions. No. 6, 1624.

served as the Director for Aerospace Education, Chief of Staff, Deputy Commander, and has now been appointed Wing Commander for Alaska Wing, Civil Air Patrol.

The outgoing Alaska Wing Commander, Col. Larry F. Grindrod, CAP, joined the Florida Wing in 1956 as a Cadet. While a Cadet he earned the rank of 1st. Lt., and qualified as a CAP pilot. He became a senior member in the Colorado Wing in 1958. He also served in Kansas and Mississippi Wings before coming to Alaska in 1978. He had served in Personnel, Operations, Safety, and Communications, as well as volunteering time as Observer, Mission Pilot, Instructor, Check Pilot, and Executive officer. This was done at Squadron, Group, and Wing level.

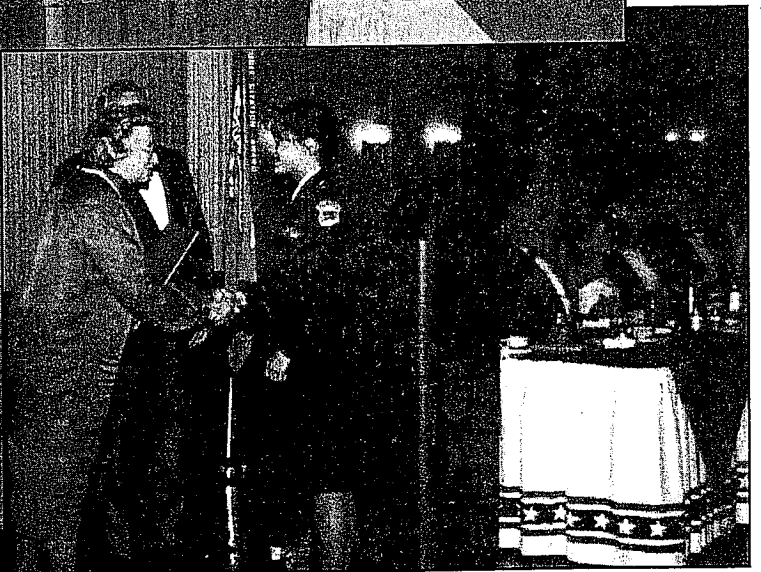
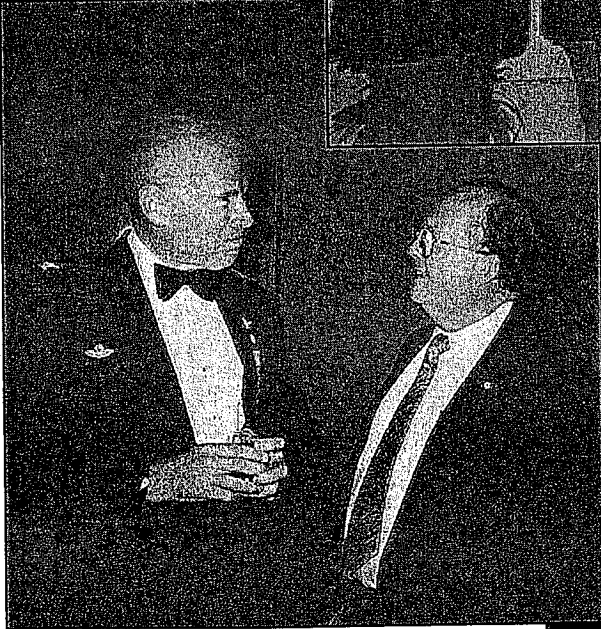
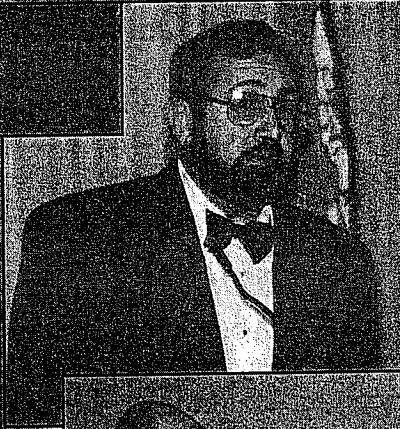
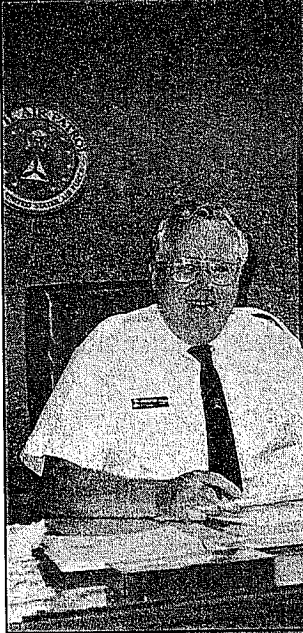
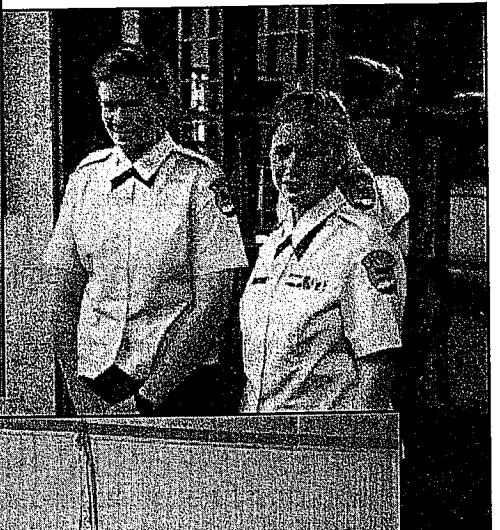
While serving as Alaska Wing Commander of Civil Air Patrol, he received recognition for thirty five years of service to Civil Air Patrol.

With his background and experience in safety for the F.A.A., it is not surprising that he placed safety as a top priority. Alaska Wing received the Paul W. Turner Safety Award at the National Board meeting in 1992, and it was fitting that Col. Grindrod accepted the award on behalf of the members of Alaska Wing, Civil Air Patrol. The award is presented annually to the Civil Air Patrol wing with the most outstanding safety program based on overall operational achievements, along with specific contributions to safety within Civil Air Patrol.

**Region Commander, Civil Air Patrol,
Col. Edwin Lewis, C.A.P.**

**outgoing Commander, Alaska Wing,
C.A.P., Col. Larry Grindrod,
and incoming Commander,
Lt.Col. Michael L. Pannone.**





ALASKA WING CIVIL AIR PATROL, INC.

BALANCE SHEET

For the Years Ended June 30, 1992 and 1991

ASSETS	<u>1992</u>	<u>1991</u>
CURRENT ASSETS		
104 Petty cash	\$ 250	\$ 250
100 Cash in bank-checking	7,204	45,709
105 Cash in bank-savings	7,469	7,133
105 Restricted cash for maintenance	53,650	54,202
110 Accounts receivable	<u>132,606</u>	<u>68,119</u>
Total current assets	<u>201,179</u>	<u>175,413</u>
PROPERTY AND EQUIPMENT, net of accumulated depreciation		
121 Aircraft improvements	80,590	-
124 Land	1	1
125 Buildings	28,977	32,194
127 Building improvements	72,744	77,260
131 Vehicles	47,023	57,642
133 Communications equipment	29,626	44,824
135 Office furniture and fixtures	<u>29,418</u>	<u>43,999</u>
	<u>288,379</u>	<u>255,920</u>
	<u>\$ 489,558</u>	<u>\$ 431,333</u>
LIABILITIES AND FUND BALANCES		
CURRENT LIABILITY		
204 Accounts payable	\$ 72,672	\$ 28,822
FUND BALANCES		
290 Restricted for aircraft maintenance	177,273	236,629
Unrestricted	<u>239,613</u>	<u>165,882</u>
	<u>416,886</u>	<u>402,511</u>
	<u>\$ 489,558</u>	<u>\$ 431,333</u>

The Notes to Financial Statements are an integral part of these statements.

ALASKA WING CIVIL AIR PATROL, INC.

Revenue	1992	1991
332 State of Alaska appropriations	\$ 420,041	\$ 480,250
356 U.S. Air Force reimbursement for federal mission activities	144,751	170,926
356 State of Alaska reimbursement for ADES activities	11,867	4,938
300 Member dues	12,707	15,071
310 Senior activities	-	1,726
315 Cadet activities	420	5,755
320 Material and supply sales	921	1,216
325 Flight activities	9,786	16,662
330 Donations	2,285	18,565
340 From other CAP units	24,503	18,040
341 From national headquarters	111,904	49,754
345 Salvage proceeds	35	3,636
350 Other revenue	660	4,186
355 Interest income	<u>4,569</u>	<u>5,083</u>
Total revenue	<u>744,449</u>	<u>795,808</u>
Expenses		
400 Office expense	7,276	6,538
405 Material and supplies	1,162	130
407 Bookstore materials and supplies	,590	1,575
410 Payments to sub units	58,271	45,119
415 Facility expense	99,873	117,365
420 Cadet activities	3,899	15,660
425 Senior activities	5,665	4,730
435 Miscellaneous	17,014	5,174
440 Aircraft operation and maintenance	129,514	178,778
441 Payments to national head	49,501	11,919
445 Communications operation and maintenance	170	4,500
450 Vehicle operation and maintenance	20,693	6,745
460 Other equipment operation and maintenance	890	965
465 Insurance	37,232	65,112
470 Search and rescue mission expense	46,699	68,488
475 Salaries	151,972	160,868
477 Travel	18,005	26,180
479 Awards	-	96
484 Legal and accounting	5,500	5,700
486 Payroll taxes	12,732	14,204
488 Depreciation	62,118	47,042
489 Bad debt expense	-	259
492 Public relations and publicity	298	357
Total expenses	<u>730,074</u>	<u>787,504</u>
Excess of revenue over expenses	14,375	8,304
Fund balances, beginning of year	<u>402,511</u>	<u>394,207</u>
Fund balances, end of year	<u>\$ 416,886</u>	<u>\$ 402,511</u>

SEARCH and RESCUE MISSION

Active participation in Civil Air Patrol in Alaska always seems to be worthwhile. However, some years seem to stand out. 1992 proved to be one of those outstanding years, even exceeding 1991. All areas of the state were involved in searches at one time or another. MANY squadrons were active in searching, and successful in finding those sought.

There were a total of 214 missions. 2,642 flying hours were logged in 922 sorties. In addition to the flying time, there were many hours spent in ground searches. Civil Air Patrol in Alaska was credited with 38 lives saved and with assisting 11 more individuals. This is a record to be proud of. This is a record that justifies the amount of time spent by volunteers in training and in searching or supporting those who are. This is another illustration of why the Alaska State Legislature continues to supplement the limited budget of the C.A.P.

Thanks to those ELT's that worked, many of the searches that could have had a different result, were successful. With the snow that fell this year, a working ELT was needed more than ever. Winter time is always an important time for the search mission in Alaska. Fortunately, there are usually not as many searches as in the busy fall hunting season when take off and landings by general aviation aircraft at Hood Lake and Merrill Field in Anchorage exceed any other two such facilities any place in the world. However, those winter missions are life threatening, even if the initial problem was a minor one.

An article written by Linda Billington, Anchorage Daily News Community Editor, really describes the way Alaska Wing CAP volunteers work. It was titled, "All Guts, No Glory". Col. Michael Callahan, Chief of the Alaska Rescue Center was quoted as saying "They are generally

the backbone of the search. If we run a search and find somebody...everybody wants to talk about the helicopter that made the recovery. But nobody wants to talk about the CAP aircraft that may have put in hundreds of hours searching".¹

It is discouraging to many to be called to search for an ELT that proves to be due to malfunction or carelessness. However, it is well worth the trouble - all the man hours, all the fuel, all the Hobbs time. Alaska can seem so innocuous, especially in the Anchorage area in the summer. However, it is just an illusion. With all the improved instrumentation, the emergency locator transmitters and satellites as eyes in the sky, even when the pilot does all the right things, in this vast land, with the changes that happen in the weather, it is easy to get caught and need help.

Alaska Wing Civil Air Patrol participated in 214 missions, and, as a result, 38 persons are alive today that might not have been if CAP had not been there. In addition, there were those families who were able to know what had happened to their loved ones instead of hoping and wondering. It is important to know what happened so you can get over the grieving and get on with your life.

Linda Billington, "All Guts, No Glory", Anchorage Daily News. December 28, 1991, 1-2F.

AEROSPACE EDUCATION MISSION

Polaris Squadron had a very capable team of Aerospace Education people in the persons of Karen French and Sandy Stark. The two of them were a great deal of help to the Wing program. Sandy Stark was appointed External Director of Aerospace Education, and continued to devote time at Polaris and at Alaska Wing. When Joe Koss became Director of Aerospace Education for the wing, she became his assistant. In 1992, Capt. Stark, CAP was appointed Director of the Alaska Wing Aerospace Education program.

During 1992, Alaska Wing CAP participated in numerous cooperative ventures in aerospace education. Joe Koss did a great job in helping with the Aviation Career Education Academy. The Federal Aviation Administration awarded a Certificate of Recognition to the Civil Air Patrol for the support given.

Teacher training and interaction occurred at the Alaska Pacific University Teachers' Workshop, Anchorage Science Fair, and the Science Olympics. The third major sponsor of aerospace education, NASA, held a training program for teachers in October which CAP helped publicize. Pacific Region's USAF-CAP Liaison Director of Aerospace Education, Jule Zumwalt, came to Alaska to work with AE and Cadet Wing staff. While here, she renewed links with public and private school administrators.

It has been a frustrating year in many ways, because some of the things attempted fell through. They had hoped for airlift to the National Congress for Aerospace Education or for the Pacific Region Conference, but nothing came through. Both conferences are good for updating teachers on what is happening in the field of aviation. In addition, teachers share ideas on ways to inspire their students to study mathematics and aviation related subjects. Those who are fortunate enough to go, return home with fresh perspectives, and their students benefit from their new insights and understanding of the

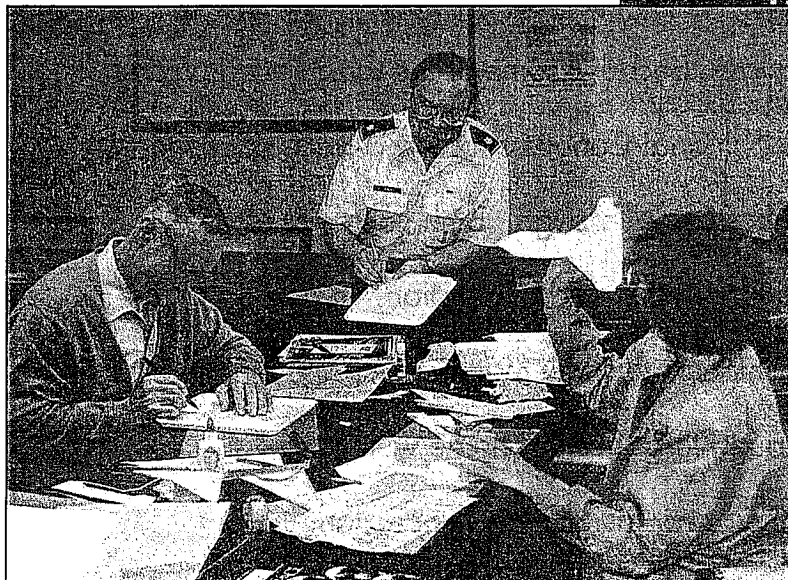
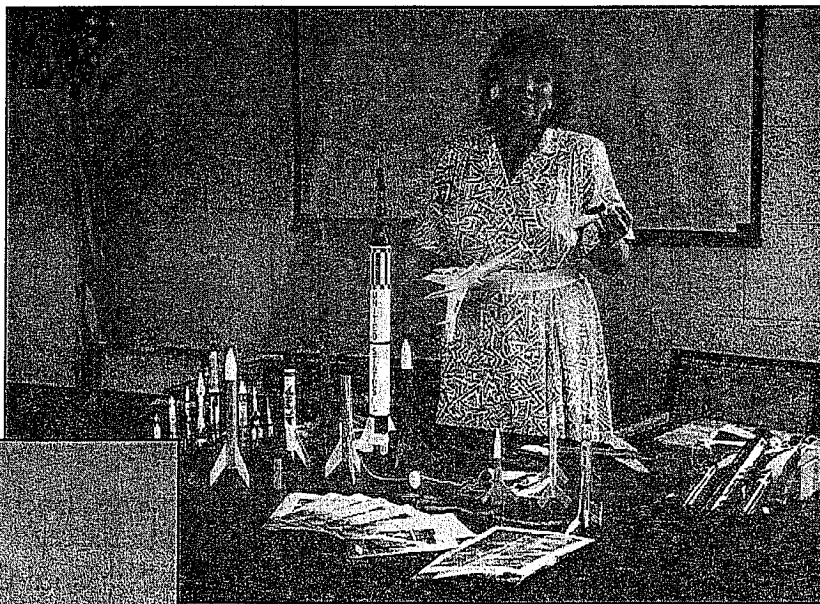
world around us through aviation and space.

For his outstanding work with the Alaska Wing Glider Program, Lt./Col. Bob Lane was awarded the Pacific Region Chuck Yeager Award for Aerospace Education. Lt./Col Michael L. Pannone, CAP, was awarded the Brewer Award for his work with the University of Alaska, Anchorage in developing Air Traffic Control Programs.

The cadet and aerospace education programs have had several areas of combined interest, including the Glider Program, model rocketry, classroom presentations such as done by the Kenai Squadron, increased senior member involvement in orientation rides for cadets, and supervision of outdoor survival training and activities for the cadets.

There is definitely an improvement in the regular senior member's interest in Aerospace Education. 281 have successfully completed the Aerospace Education Program Senior Member test.

Aerospace Education and Cadet Programs come together as the Wing Director of Cadet Programs demonstrates rocketry to Squadron Commanders, A.E. and Cadet Programs staff.



Maj. Joe Koss, CAP, Assistant Director of Aerospace Education, showing others how to make learning about aviation fun.

CADET MISSION

Cadet members of Alaska Civil Air Patrol had a productive year under the leadership of Major Deborah K. Nicholson, C.A.P. Major Nicholson had long been associated with aerospace education in Alaska. As Director of Cadet Programs, she put her knowledge of aerospace education to use and developed an innovative program for C.A.P. Cadets.



TYPE A ENCAMPMENT

The U.S. Army at Ft. Richardson provided host facilities for the 1992 Type A Summer Cadet Encampment. The NCO Academy provided quarters as well as classrooms. Having the use of these excellent facilities was a contributing factor toward the success of the program.

Through the Air Force Liaison Officer, Lt. Col. Harry W. Whitaker III, the U.S. Air Force cooperated fully with tours of Elmendorf AFB, Anchorage, Alaska facilities, as well as 'hands on experience' in every way possible.

Civil Air Patrol 1Lt. Ken Farrow provided able leadership as Encampment Commander. The C.A.P. senior staff worked hard and it paid off perceptively, with improvement in the cadets' appearance, self-confidence, and ability to speak in public. These were only the visible results, but many parents and teachers indicated that the cadets returned home with enthusiasm to do some study on their own toward reaching new goals.

There are always things that can be improved upon, but pre-planning, cooperation between agencies, (in this case, the U.S. Army, the U. S. Air Force, the Alaska Air Guard and the C.A.P.), enthusiastic leadership, excellent housing and classroom facilities plus a program made to order to inspire cadets, ensured a successful encampment.

INFOLINE

The Director of Cadet Programs initiated a Cadet Newsletter, INFOLINE. All squadrons in the wing are sent copies for the cadets. If funds were available, these would be mailed directly to the home. Another pressing need to bring the Cadet Program into the Twentieth Century, is a computer.

The Cadet Program is on its way up. The Director of Cadet Programs has put guidelines in place and reached out to all the squadrons to improve their recruitment. Most of the individual squadrons have actively worked toward having a viable cadet program.



One of the goals of the CAP Cadet program is to help the cadets acquire leadership knowledge and skills. This is accomplished by giving them as much "hands on" experience as possible. Members of the Cadet Advisory Council are pictured above in a planning session. Major Deborah Nicholson, CAP, seated to the committee chairman's left, is there to answer any questions the cadets might have and provide guidance when needed.

ALASKA WING CIVIL AIR PATROL GLIDER PROGRAM

Cadet Heather Lane in the cockpit of a glider, being congratulated after her first solo flight



CAP Senior Member Douglas Lein, working with CAP Cadets Phillip McHale and John Hilley, ready a Blanik L-13 for flight.

There is general agreement concerning the advantages of learning to fly a glider before learning to fly powered aircraft. It is easier to learn to fly when you don't have so many things to learn all at once. The pilot becomes proficient in making 'power-off' landings. Later, in a powered aircraft, the pilot will be able to concentrate entirely on landing the aircraft if the engine fails, and not have to overcome fear. Many believe it actually makes you a better pilot. It is definitely *cheaper* to teach someone to fly in a glider.

The Alaska Wing, Civil Air Patrol glider program began on a test basis 6 June 1992. The program was administered by the Arcturus Composite Squadron working out of Elmendorf Air Force Base. It began with one SGS 2-33 glider and a Varga VG-2150 tow aircraft. Nineteen

CAP cadets, 13 to 17 years of age, started the program. Ground School was conducted on Wednesday nights throughout the summer. The majority of the flying activities were accomplished on Saturdays and Sunday afternoons. Twelve cadets from the Arcturus and Polaris Composite Squadrons began the flying portion of the program.

Donations from members of the Arcturus Squadron, British Petroleum, and two Rotary Clubs in Anchorage provided \$2200.00. Additionally, the cadets did a car wash that netted \$400.00. As a result of this effort, 354 glider flights were logged, with a total of 107.4 hours of flight time. This allowed four of the cadets to solo, with four more nearly ready at the time the program was terminated in early October.

According to the director of the program, Col. Robert Lane, "There were a number of lessons learned from the program. The most important being that the right motivation when applied to a teenager can have some spectacular results. Being able to fly, and the thought of being in a glider alone provided a significant incentive to work and study hard." Senior CAP members volunteered their time and talent to make this program a success.

The Civil Air Patrol hopes to expand the number of cadets in the program in Anchorage and to begin a similar program in Fairbanks. In addition, an aviation summer camp is planned for early June of 1993. The only limitation to the number of cadets that can attend is the funding available. Due to all the personnel volunteering their time, from tow pilots to flight instructors, it will be possible to get thirty cadets through solo flights for a ridiculously cheap cost of \$8.00 per flight for a total of \$4800. This is the goal for the summer of 1993. Col. Lane, CAP, who is Alaska Wing Director of the program, says they are exploring every possible means of raising funds.

SENIOR TRAINING

Thanks to Major Douglas Stark, CAP, the senior training program was given a boost. Dr. Stark is highly motivated toward promoting the success of Civil Air Patrol, and believes senior training is one of the best ways to have a fully informed membership. Dr. Stark began following up on all the squadrons and helping them to get the training needed to maximize their growth in Civil Air Patrol.

The success of Civil Air Patrol is dependent on the quality of the individual members. Doug has worn many hats since he began working with the Alaska Wing. When he is needed he is there, and he doesn't wait to be told what to do. He has done everything from edit the Alaska Wing News to teach Cadet Protection Training Courses. He has seen that the individual squadrons had everything needed to teach Level I and Cadet Protection. In addition, he has taught the Corporate Learning Course.

He prepared a synopsis of the various specialty tracks and gave a copy to all wing staff and the squadron commanders. This was to encourage them to order the pamphlets and get started. He then made a basic listing of the requirements for promotion. When this was received favorably, he wrote a pamphlet and developed a check list for new members.

Agreement was obtained from the three Anchorage area squadrons so that beginning training in CAP Organization, Emergency Services, and Observation are offered every month by one of those squadrons on a rotating basis. These dates are contained in the published schedule. This increases communication between the squadrons and provides an opportunity for members of outlying squadrons to participate in the training when they are in Anchorage.

**Capt. Sandra Stark, Director,
Alaska Wing Aerospace Education,
and Major Douglas Stark,
Director of Senior Programs**





Civil Air Patrol senior members pictured at Alaska Wing Headquarters in November of 1992, while completing the CAP Corporate Learning Course. This included members from Polaris, Birchwood, Kenai, Homer, Elmendorf, and Fairbanks Squadrons, as well as Wing Headquarters staff.

PLANS & PROGRAMS

The first ever Alaska Wing Planning Conference was held at Six Mile Lake Lodge on Elmendorf AFB 16 November, 1991. Wayne Daniels, Plans and Programs Officer, put together a very successful agenda. The participants were able to reach a consensus on the goals to be pursued in 1992. Due to a lack of funding, it was not possible to reach all those goals. The upgrading of communications equipment was one major goal that was not possible to reach without funding.



S/M Wayne Daniels,
Plans & Programs

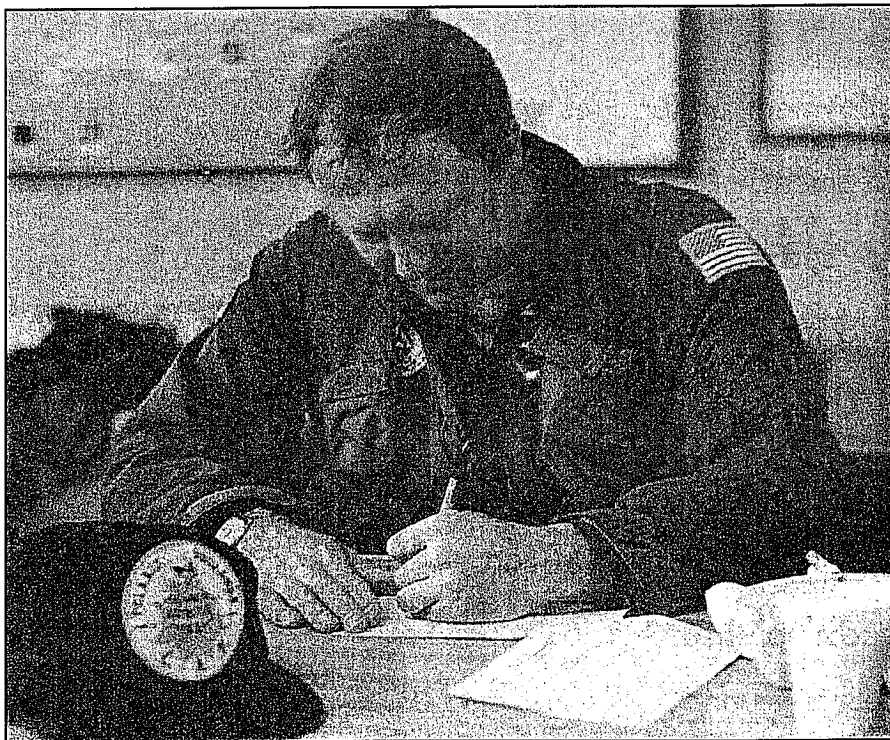
COMMUNICATIONS

When there are willing, competent people managing communications, it is easy to forget how much time, trouble, and knowledge it takes to have an effective communication system. The Alaska Wing Communications staff continued to volunteer many hours of time in attempting to remain prepared in case of a disaster, and to continue to provide the necessary support for effective communications for search and rescue efforts.

Since there was no money allocated to communications, the needed upgrades, as well as replacement of worn out equipment was not possible.

The wing was successful in meeting the requirement that all mission pilots, observers, and mission personnel possess a Radio Operator's Permit CAP Form 76 on their person at all times while engaged in Emergency Service activities. The communications staff provided squadrons around the state with information and study-guides to help personnel qualify for the Radio Operator's Card. During 1992, over 300 successfully completed the Radio Operator's Permit Test and were issued cards by Wing Headquarters.

**Polaris Squadron Commander,
Michael Fullerton, completing
one of the necessary forms
upon returning from a search
and rescue mission.**



LOGISTICS

Supply – Transportation – Maintenance

Director of Logistics, LT/Col Robert W. Reinert has a tremendous responsibility to see that the supply lines are coordinated across the state so that all the Civil Air Patrol Squadrons have the supplies they need. He must predict ahead of time as much as possible, because moving supplies from one squadron to another is not easy, especially in the winter time. During a search mission it will probably be necessary to move supplies from one part of the state to another, but he must have instant knowledge of where the needed items are located and what is the most expedient way to move them.

During the 1964 earthquake, Civil Air Patrol moved 427,760 lbs. of emergency supplies, while flying 120,400 miles to bring aid to disaster victims. This included everything from water and water purification tablets to medical supplies and chicken feed! This was done in a period of less than thirty days.

Those working in logistics are truly unsung heroes. They are constantly on the lookout for ways to improve the rapid deployment of supplies and equipment. Lt/Col Reinart, CAP searches around the world for needed items that the U.S. Military may no longer require, so that the Civil Air Patrol's mission can be accomplished.



OPERATIONS

Major Chuck Ward kept Wing Operations running when anyone else would have been tempted to throw in the towel. With a record breaking year in searches, weather, and unexpected changes, he managed to keep things going. Actually, this was more like a full time job than anything else. The whole operations staff is to be commended. It was a rare time when they weren't busy. Searches didn't come one at the time, and the paperwork was just one part of the equation. They are tops in the nation! With 1379 members in Alaska Wing Civil Air Patrol, there were a total of 5008.1 hours flown, with no accidents.

The Check Pilot Program was organized by Bart Stone, with help from Ken Strickler, and Chuck Ward. It was slow getting off the ground due to the pressures of the active searches. The number of saves was astounding, but the work to keep everything going was tremendous.

AIRCRAFT MAINTENANCE

The operations people mentioned in this report are all volunteers, but there is one group of people that are not volunteers, and that is the aircraft mechanics. They must be certified, and they must be paid. Their salaries and the cost of maintenance of the aircraft are items that cannot be reduced by the volunteers. What volunteers like Chuck Ward, Eugene Weiler, Bart Stone, Robert Reinert, and many others do, is see that everything is planned so that all the aircraft from around the state are scheduled for the required maintenance in a way that will cause the least interference with the search mission, and prepare for backup where possible.

COUNTER NARCOTICS

The counter narcotics program received some experience in simulated narcotics surveillance. Skip Widfeldt is to be commended on their success with less than 24 hours notice.

AWARD & RECOGNITION

Like so many of the duties at wing headquarters, seeing that recognition is given to deserving Civil Air Patrol volunteers, is heavy on the paperwork and very little on the reward. Alaska Wing is fortunate to have the team of Capt. David Wilson, CAP and his wife 1Lt. Patricia Wilson, CAP spending many long hours keeping the paperwork dragon at bay. They are eager for the individual members to receive recognition for their efforts. They put their own computer, printer, and typewriter in their office, and succeeded in taming the dragon.

There were a total of 49 awards approved in 1992, including Commanders Commendations, lifesaving, and "find" ribbons, of which more are to come when Patricia gets the paper work!

Joe Koss did a great job in helping with the Aviation Career Education Academy. The Federal Aviation Administration awarded a Certificate of Recognition to the Civil Air Patrol for the support given.

Dr. Troy Sullivan, Past Commander of Alaska Wing CAP, and retired University of Alaska, Anchorage, Professor, was awarded posthumously the Crown Circle Award at the 24th National Congress on Aviation and Space Education. He had been the Director of Teacher Training for the University of Alaska, Anchorage, as well as a Director of Aerospace Education Workshops throughout the state. He was known nationally as an expert in the teaching of reading. In addition, at the Civil Air Patrol's National Board Meeting, Phyllis Sullivan, his widow, participated in the ceremonies inducting Col.(Dr.) Sullivan into the Civil Air Patrol's Hall of Honor. This is the first time an Alaskan has been so honored.

He was fatally injured in an automobile accident. Ironical that this should happen. He had done so many things. He had built his own experimental aircraft, a six place Spencer Aircar. He chose it so he could take his whole family at once. He had taught for many years in the Alaskan Bush, where transportation is so dependent on the airplane.

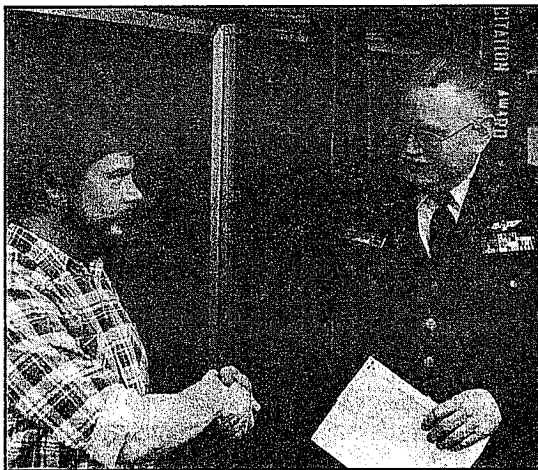
COLONEL TROY SULLIVAN, CAP HALL of HONOR INDUCTEE

The First Alaskan to be so Honored

Many children, youth, and adults had richer, happier lives because of his contribution to education in Alaska. Aerospace Education in the United States was advanced by his enthusiastic support and belief in the importance of aviation to our nation. He donated his time to teach hundreds of teachers of kindergarten through College how to use aviation and space in the classroom to enhance their entire curriculum and 'turn on' problem and disinterested students to the joys of learning.

His family had supported him in giving three years of full time volunteer work to Civil Air Patrol. He served as Alaska Wing Commander October 1986 / October 1989. The first opportunity for Dr. Sullivan and his family to pursue some personal goals was cut short by an auto accident.

Col. Troy Sullivan, CAP as he congratulates a successful participant in a CAP training class



Troy Sullivan pictured with his 'home built' Spencer Aircar



Senator Arliss Sturgulewski presents a Billy Mitchell award to a CAP Cadet at the Change of Command Banquet, 10 October 1992. Outgoing Alaska Wing CAP Commander, Col. Larry Grindrod, CAP, assists.



LtCol Michael Pannone, CAP presents award to Charles Rigden, CAP Wing Finance Officer while Chief of Staff, LtCol Wayne Daniels, CAP attends to the paper work.

ALASKA WING CIVIL AIR PATROL SQUADRONS

(As of 31 December 1992)

71st Composite Squadron, CAP
Eielson AFB, Alaska 99702-1810
Jerome Ash, Commander

Alcan Composite Squadron, CAP
Tok, Alaska 99780
Richard D. Burton, Commander

Anvil Composite Squadron, CAP
Nome, Alaska 99762
Maynard G Perkins, Commander

Arcturus Composite Squadron, CAP
Elmendorf AFB, Alaska 99506
Neil R. McCoy, Commander

Baranof Composite Squadron, CAP
Sitka, Alaska 99835
Richard G. Urias, Commander

Bethel Composite Squadron, CAP
Bethel, Alaska 99559
Cecelia Wilkins, Commander

Birchwood Composite Squadron, CAP
Chugiak, Alaska 99567
Arthur F. Yarbrough, Commander

Bristol Bay Composite Squadron,
King Salmon, Alaska 99613
Charles L. Feller Jr., Commander

Fairbanks Composite Squadron, CAP
Fairbanks, Alaska 99701
John D. Horn JR, Commander

Fort Yukon Composite Squadron,
Fort Yukon, Alaska 99740
Delores M. Walters, Commander

Gulkana Composite Squadron, CAP
Glennallen, Alaska 99588
John A. Rego, Commander

Homer Composite Squadron, CAP
Homer, Alaska 99603
George G. Eischens, Commander

Kenai Composite Squadron, CAP
Kenai, Alaska 99611
Thomas M. Thibodeau, Commander

Kodiak Island Composite Squadron,
Kodiak, Alaska 99615
William D. Beaty, Commander

Kotzebue Senior Squadron, CAP
Kotzebue, Alaska 99751-1011
Robert J. Sheldon, Commander

Polaris Composite Squadron, CAP
Anchorage, Alaska 99510-1008
Michael J. Fullerton, Commander

Seward Senior Squadron, CAP
Seward, Alaska 99664
Christine L. Sheehan, Commander

Southeast Composite Squadron, CAP
Juneau, Alaska 99801
Thomas D. Kohler, Commander

Valdez Composite Squadron, CAP
Valdez, Alaska 99686
Kenneth E. Chamberlin, Commander

ALASKA WING CIVIL AIR PATROL
HEADQUARTERS COMMAND & STAFF
(As of 31 December 1992)

COMMANDER

PANNONE, Michael L., Lt.Col.

VICE COMMANDER

WIDTFELDT, Skip, Maj.

ADMINISTRATION

WILSON, David, Capt.

AEROSPACE EDUCATION

DIRECTOR: STARK, Sandra, Maj
Assistant: KOSS, Joe, Maj.

CADET PROGRAM

NICHOLSON, Deborah, Maj.

COMMUNICATIONS

DIRECTOR: DAM, William, Capt.
Assistant: ROOKUS, Harvey, 1Lt.

EMERGENCY SERVICES

MCCLURE, Kevin, 2 LT

FINANCE

RIGDEN, Charles H.
Assistant: MANEY, Rodney, Maj.

HISTORIAN

HOLYFIELD, Bettyella

LEGAL

RODERICK, David, Lt.Col.
VERRETT, Timothy, Capt.

MEDICAL

STEWART, George, MD

CHIEF of STAFF

DANIELS, Wayne, Lt.Col.

LOGISTICS

REINERT, Robert, Lt.Col.

OPERATIONS

DIRECTOR: WEILER, Eugene, Lt.Col.
Assistant: STEELE, Everett, Lt.Col.

MAINTENANCE

DIRECTOR: LABELLE, Robert, Lt.Col.
Assistants:
BROUILLETTE, Robert, Lt.Col.
PAULSEN, Michael, Capt.

TRANSPORTATION

GLASHAN, Robert J. Capt.

PERSONNEL

WILSON, Patricia, Capt.
Assistant: TOMICH, Gloria

PUBLIC AFFAIRS

CRAFTON, Ed., Maj.

SAFETY

WIDTFELDT, Skip, LT.col.

SENIOR PROGRAMS

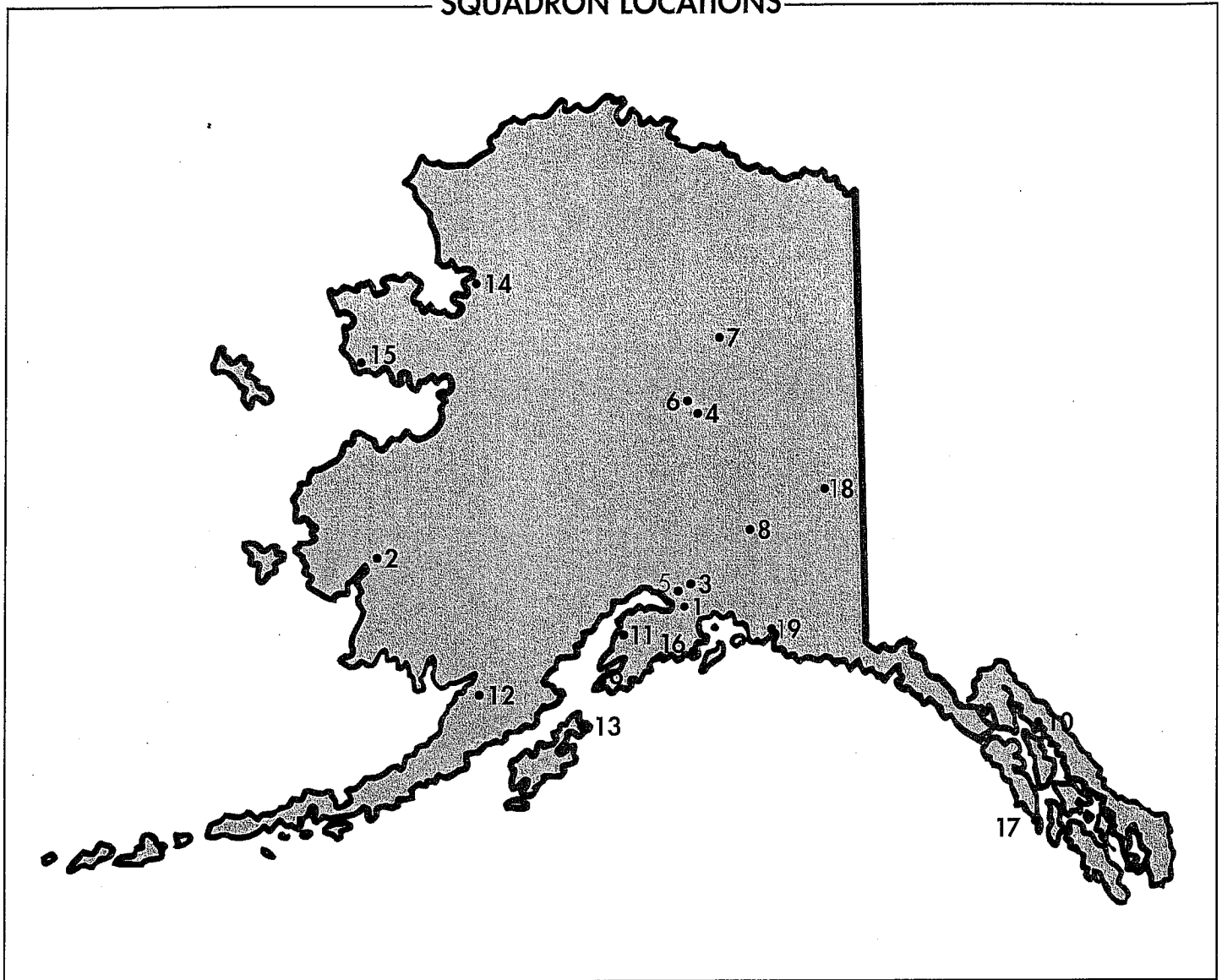
STARK, Douglas A., Maj.

STANDARDIZATION/EVALUATION

STONE, Bart, Capt.

ALASKA WING CIVIL AIR PATROL

SQUADRON LOCATIONS



1. ANCHORAGE
2. BETHEL
3. BIRCHWOOD
4. EIELSON
5. ELMENDORF
6. FAIRBANKS
7. FORT YUKON

8. GLENNALLEN
9. HOMER
10. JUNEAU
11. KENAI
12. KING SALMON
13. KODIAK
14. KOTZEBUE

15. NOME
16. SEWARD
17. SITKA
18. TOK
19. VALDEZ